

## Seeding Time is at Hand

Why not use J. I. Case Disc Harrow to get the ground ready? Single and tandem, in straight and cutaway, reversible and adjustable—They are the most durable in the valley.

Superior Grain Drills

**EZRA W. THAYER**

"Everything in Hardware"  
124-130 E. Washington St. 127-133 E. Adams

We have tested our

## Australian Rye Grass Seed

and we know it will grow. It's the best imported seed and your lawn will be a success if you let us furnish the seed.

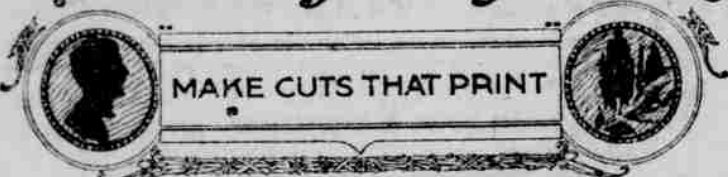
Experienced gardeners furnished.

## Phoenix Seed & Feed Co.

"Everything in Poultry Supplies"

Phone 1067. 127 E. Jefferson  
We deliver quickly. Phone for It.

## Phoenix Engraving Company



**S. HARRY ROBERTSON**

35 East Washington St. Phone 1709

## Amusements

# Empress Theater

See this week's bill Tonight.

6—Big Features—6

And they were all a riot. Don't miss this show if you like good ones.

SEE Wise.

The man who makes crayon talk

SEE Lewis and Abbott.

Those refined comedy entertainers.

SEE Whittier and Crossman

In a Bit of Musical Comedy.

SEE Toledo and Burton

In a late singing and gymnastic novelty.

SEE The False Shadow.

The Two-Reel Lubin you have read about.

HEAR The Empress Orchestra.

ALL FOR 10-20-30c.

## LION THEATER

Today—Geo. Kleine Attraction  
"THE SUBTERRANEAN CITY"  
and a Funny Keystone Comedy

## Regale Theatre

Home of Universal 1st Run  
Pictures. Complete Change  
of Program Daily

## PLAZA

Every day a change. Every day a Feature.  
World's Feature Films Exclusive  
Service. Most Thrilling Pictures made.  
Six Reels Daily.

## LAMARA

A Good Show Always  
The Best Pictures in the City

## ARIZONA THEATER

Hear the Wonderful Wurlitzer One-Man  
Orchestra. BEST PICTURES IN PHOENIX.  
Admission: 10 Cents; Children, 5 Cents.

## EMPRESS

VAUDEVILLE  
and  
PICTURES

Autumn days are the loveliest of the year.

**RIVERSIDE PARK**  
NOW IS THE TIME TO PICNIC.

Admission 10 Cents.

## GERMAN FLEET BRITISH VIEW

Expert Discussion by Englishman of the Naval Strategy of the Kaiser—Difficulties Which Lie in the Way

LONDON, Sept. 14.—There is great speculation here as to when the German high seas fleet will come out to fight. Practically, everyone admits that it will come out but no one can fix the date, even approximately. The naval expert of the "Morning Post" says:

The greater probability is that every day of suspended action in the North Sea brings nearer the decisive event; the lesser probability, that Germany may choose to postpone any large movement indefinitely. For every day the economic pressure upon Germany tightens. Her whole mercantile marine is practically held up; her main waterways, the channels of seaborne trade, the Elbe and the Weser, are closed; her manufacturing population must be largely idle; and the North Sea is open to British commerce. And meanwhile her navy, which the German people have been told has been built at vast sacrifice of money for the protection of her trade and the protection of her colonies, remains apparently impotent.

In these circumstances, what will be the strategy of the German naval commander-in-chief? The problem with which he is confronted may be simply stated, though its solution is by no means so easy. He is required to clear the North Sea of hostile ships, so that his own ships may pass freely to and fro. Completely to attain his object it would be necessary for him to defeat the whole British fleet, wherever it may be. He would prefer to take the British fleet in detail, engaging isolated squadrons. But unfortunately his opportunity for catching isolated squadrons unawares depends upon the dispositions of the British commander-in-chief, which are unknown to the German admiral. So that if Admiral von Ingenohl desires to engage in a fleet action he must put to sea with his whole force and be prepared to meet a superior force at one time and in one place. German naval strategists have always calculated that the chances were that they would be able to deal with their enemy in detail, and, failing that, they reckoned to deal him so heavy a blow that the result would be virtually a drawn battle.

But for either event, the German commander-in-chief must put to sea with his whole force; that is, with a fleet complete in all units: battleships, armored cruisers, light cruisers, and torpedo craft. But at this point he is



Count M. M. Raitcheritch wearing his native nobles dress

checked by the extreme hazard of exposing a battle fleet to torpedo attack by destroyers and submarines. He might easily lose half his battleships for nothing. A few years ago, it would have been very unsafe to keep a battle fleet at sea within reach of destroyer attack at night. Today, it is very near by as dangerous by day. The long range torpedo and the submarine have made possible torpedo warfare by daylight. If the weather is thick, as it very often is in the North Sea, the peril is the greater.

The German method would no doubt consist in pushing in front of the battleships a screen of cruisers to drive off hostile cruisers and to put down hostile destroyers. The success of these tactics would depend largely upon the number of cruisers relatively to the number of battleships. The further the cruisers are pushed forward in an advancing curve—as it were upon the ends of the lengthening spokes of a wheel, whose hub would be the battleships—the wider the area to be covered, and the greater number of cruisers required. The interval between cruiser and cruiser must not exceed twice the length of the human vision in each ship; so that if a man can see twenty miles, the distance between each ship would be forty miles. The use of wireless telegraphy has not altered the system of scouting (which is regulated absolutely by the length of human vision), except in so far as a scout can now communicate at longer ranges, so that she is no longer obliged to return to within signalling distance of the main body. The Germans may have twenty light cruisers available for scouting; they need double the number effectively to scout in front of their battle fleet.

Within the cruiser screen the destroyers might be disposed, both for defence against hostile destroyers which slipped through the screen and for attack on their own account. Then came the main battle squadrons, probably disposed in columns of divisions line ahead which means in parallel lines, each ship following the next at a certain distance.

We are not now concerned with the tactics of the German fleet, as it proceeds, or with its tactics when it sights the hostile fleet. The point is the extreme danger of the whole proceeding. Every officer and man would be on the alert every minute of the day. But when the darkness gathers the stress is immensely increased. All lights are extinguished, and the difficulty of preserving the disposition of the ships is thereby enhanced. Everyone on board knows that the enemy will also be steaming without lights. Everyone is aware either that the enemy has definitely observed the approach of the fleet or that he may have observed it. But there will be no indication of hostile approach except sparks flying from the funnels. A sailor can see in the dark much better than a landsman (and a large proportion of the German "personnel" are not far removed from landsmen), but even a sailor's eyes cannot detect a destroyer, a darker shade upon black, until she is within close range; nor can he be sure that there will be sparks from her funnels to betray her. It is easier for a destroyer to see a big ship in the dark than for a big ship to see a destroyer.

As for the submarines, their particular virtue is, of course, that they cannot be seen at all. By reason of their slow speed, they could hardly attack a fleet in motion at any time. But a fleet at anchor either by day or night is exposed to submarine attack. It would seem on the whole that the German admiral might proceed to sea with some confidence if he could be sure of lying safely somewhere the same night.

It would, however, be a mistake to suppose that the dangers of torpedo attack would necessarily deter the German admiral from putting to sea. Nor is the question a question of courage. The German naval officer is as brave as another. It is a question of estimating profit and loss.

Supposing the German fleet put to sea with the intention of fighting a general action, what will be its tactics upon the hostile fleet? Both the statements of the German professional writers and the composition of the armaments on German vessels indicate that the German fleet will try to close to short runs in order to pour in an overwhelming broadside of smaller projectiles, and even to ram. The object of the half of small projectiles is to destroy the men of the enemy, and also to shake the "morale" of the survivors. The object of the large battery of heavy guns is to destroy or to disable at long range the enemy's ship. During the manoeuvres of the high



Hesitating  
Over  
THAT  
NEW  
HAT?

"He who hesitates is lost."

Don't make yourself conspicuous by continuing to wear that

OLD STRAW.

It's dirty and dingy and "passe."

CROWN yourself with a new "spick and span" Fall Hat at Goldberg's.

HERE is the largest and most complete Hat stock in Arizona, and courteous salesmen who know what is right for you.

SEE OUR WINDOWS

You'll do better at

**Goldberg's**

Arizona's greatest store for Men and Boys.

across the Baltic such an expedition as Great Britain put into France, only upon a far larger scale? What prevents the Russian fleet from co-operating with the advance of the Tsar's troops in East Prussia? Only the German fleet.

If the Kaiser sent his naval squadrons out to give battle and they were destroyed, nothing else stands between a Russian advance across the seas on the way to Berlin. There are certain fortified places, no doubt. One could enumerate them. But fortified places may be reduced. There are, moreover, stretches of coastline unprotected in this way. The defensive measures on land are another matter, but the German fleet intact may be worth a good many soldiers to the Kaiser just now.

### TO RAISE LESS COTTON

Effort on Foot to Curtail Supply Until Demand Increases

[ASSOCIATED PRESS DISPATCH]

WASHINGTON, Sept. 14.—Senators and representatives of the cotton growing states at a conference tonight voted to recommend state legislation to curtail production of cotton next year to avert a surplus on the heels of a falling market this year due to the European war.

The action of the congressmen will be communicated to a conference of the southern governors to be held at Atlanta to consider the cotton situation.

### PLASTERERS' WAGES HIGHER

Wages of plasterers throughout the country are 1 per cent higher than last year.

### CARRY OUT YOUR DREAMS

Be great in act, as you have been in thought.—Shakespeare.

## LION

THEATRE

Special Feature  
**GEO. KLEINE**  
Attraction  
Wednesday  
and Thursday

THE  
SUBTERRANEAN  
CITY

George Kleine attractions are too well known to need comment. He was the producer of Last Days of Pompeii, Quo Vadis, etc.

"THE  
ANGEL OF  
CONTENTION"

Two reel—Majestic drama with Lillian Gish as the Angel. A plot that develops with sharp bold strokes—See it.

"THE  
COOKED  
GOOSE"

A Thanhauser comedy that contains many amusing situations. It's well produced and very entertaining.

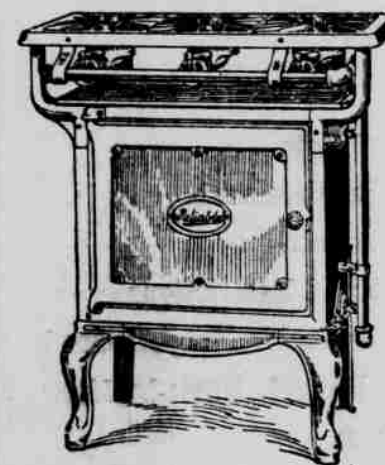
"LAUGHING  
GAS"

A Keystone Comedy that will make you roar with laughter without taking gas.

SIX REELS TODAY

**LION**  
THEATRE

# A Revelation!



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Labor-Saving  
Up-to-Date  
Gas Ranges

Nothing like them at our prices has ever been shown in Phoenix before. For

Cleanliness  
Comfort  
and Economy

they have coal and wood stoves skinned a mile.

**\$11.00 UP**

Pacific Gas and Electric Company

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TONIGHT  
A Corking Good Show.

Ask those who have seen it.

"A SCOTCH  
HIGH BALL"

Also the last time,  
European War Pictures  
Ford Sterling Comedy  
Thursday—  
"Playing the Races."

### WARNING



**Antikine**

is dangerous to

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There is nothing just like it

You get it at

**The Bear Drug Store**

Opp. City Hall  
Bears Deliver Free and Freely